

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
May 1, 2007
HISTORY RECORD

FAA Control # 07-01-270

Subject: Course Change Limitation Notes on SIAPs

Background/Discussion: For several years the NFPO has included procedural data notes at both feeder fixes and IAFs where course change in excess of 120 degrees could change arriving along an airway or pertinent approach segments. This is in accordance with the TERPs criteria contained in 8260.3B, Paragraphs 220b (feeders) and 232a.(1) (initial segments). Recently, AFS-420 advised the NFPO that 8260.19C policy permits such notes only at IAFs.

NBAA did an ad hoc search and found 40 SIAPs in the Western U.S. with the applicable note at feeder fixes. It is reasonable to extrapolate that some 200 SIAPs throughout the U.S. have such notes at a feeder fix.

The NFPO practice appears to be in accordance with the two above-mentioned TERPS criteria. The question becomes: should policy require charting such notes because the criteria have a design limitation for both feeder and initial approach segments? The statement in Paragraph 220b does not seem to be concerned with the airway case.

Nonetheless, the NFPO has promulgated a lot of charts with the note pertaining to airways. To change the practice now to chart only at IAFs will serve to further confuse the aviation community

Recommendations: NBAA believes one of two actions should be taken to provide consistency and resolve this issue:

1. Remove all such notes for both feeder fixes and IAFs, and advise the aviation community via the AIM of the issues involved with large course changes from airways to SIAPs.
2. Or, continue NFPO's practice of the past several years and amend policy accordingly to conform to practice.

If Option #1 is decided upon, all such notes should be removed by P-NOTAMS simultaneous so as to minimize having inconsistent charts in pilot manuals.

Comments: This recommendation affects policy set forth in 8260.19C, "Flight Procedures and Airspace".

Submitted by: Steve Bergner

Phone: 202-783-9000

E-mail: Bergners@granitelp.com

Organization: National Business Aviation Association

FAX: 202-331-8364

Date: April 5, 2007

Initial Discussion Meeting 07-01: New Issue presented by Rich Boll, NBAA, expressing concern over procedural data notes at both feeder fixes and IAFs where course changes in excess of 120 degrees could alter arrival procedures along an airway or pertinent approach segments. The NFPO has included these notes for years and they are in consonance with the TERPs criteria contained in paragraphs 220b (feeder routes) and 232a(1) (initial segments). Recently, AFS-420 advised the NFPO that Order 8260.19C policy permits such notes only at IAFs. NBAA questions whether policy should require charting such notes because the criteria have a design limitation for both feeder and initial approach segments? The statement in Paragraph 220b does not seem to be concerned with the airway case. Wally Roberts, NBAA, questioned why we have these notes at all. Perhaps a better methodology would be to eliminate the notes and update the AIM and IPH. Brad Rush, AJW-321, echoed Wally's sentiments and also recommended doing away with these notes. Tom Schneider, AFS-420, stated that turns in the en route environment from one en route fix to another are TERPS protected; therefore, perhaps turns from feeder routes to IAFs are also protected. He took the IOU to present the issue to the AFS-420 TERPS criteria writers for resolution. **ACTION: AFS-420.**

MEETING 07-02: Tom Schneider, AFS-420, briefed that this issue is still under discussion within AFS-420. Feeder fix protection is still under review and en route criterion is being assessed to see whether it covers the issue. **ACTION: AFS-420.**

MEETING 08-01: Tom Schneider, AFS-420, briefed the following input as received from Jack Corman, the AFS-420 lead criteria specialist: "Current TERPS criteria has supported the conventional airway/feeder route connections in the past and Notes are not currently "required". This may change when reviewed for a future TERPS change. In the current work plans, this is low priority and the issue will be addressed through the USIFPP. AFS-420 will monitor progress through the USIFPP. **ACTION: AFS-420.**
